

DATE 1559Z 10 DEC 62

CLASSIFIED MESSAGE
TOP SECRET

1	2	3	4
2	3	4	5
3	4	5	6

TO : DIRECTOR

FROM : 25X1A

ACTION: OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15)

INFO : S/C (16)

TOR: 1652Z 10 DEC 62

OPERATIONAL IMMEDIATE

IN 58737

25X1A

TO

INFO

C/P

0206

25X1A

25X1A

FOR COL LEDFORD FROM

1. MSN 3203 WAS EXECUTED ACCORDING TO PLAN WITH ALL TAKE-OFFS ON TIME AND SORTIES FLOWN AS BRIEFED. THE WEATHER IN THE AREA OF INTEREST WAS VERY CLOSE TO PREDICTED WITH REGARD TO CLOUD COVER BUT THE WIND INFO WAS INACCURATE AND ESTIMATE FORECAST FORECAST VELOCITIES AT LEAST 30K HIGH. THIS PRESENTED NO SERIOUS PROBLEM EXCEPT FOR TIME GAINED AND LOST IN THIS AREA AND SLIGHT DRIFT FROM TRACK AT ONE POINT WHILE ABOVE OVERCAST.

2. MINOR UHF RECEPTION PROBLEMS WERE ENCOUNTERED BETWEEN TANKER AND RECEIVER DURING RENDEZVOUS AS IF FREQ WAS BEING JAMMED, HOWEVER, BELIEVE IF THIS WAS THE CASE IT WAS ACCIDENTAL. AT ANY RATE FREQ WILL BE CHANGED FOR THE NEXT SORTIE. IN SPITE OF THIS SMALL PROBLEM THIS WAS ONE OF THE FASTEST HOOK-UPS AND FUEL TRANSFERS ACCOMPLISHED TO DATE. TOTAL TIME FROM POINT AIRCRAFT WERE SIDE BY SIDE IN RENDEZVOUS TO START CLIMB BY ARTICLE AFTER REFUELING WAS APPROX 5 MIN. A VERY PROFESSIONAL JOB BY BOTH TANKER AND RECEIVER

TOP SECRET
TOP SECRETCLASSIFIED
Released under authority
of downgrading and
declassification

25X1A

T O P S E C R E T

0206 (IN 58737)

PAGE TWO

TEAM WITH REFUELING COMPLETE APPROX 15 NM PRIOR TO REACHING

25X6

25X1A

3. AM VIEWING THE [REDACTED] TAKE WITH THE PI AT THIS TIME AND IT
LOOKS GOOD. ALTHOUGH PI WORK NOT COMPLETED WE BELIEVE COVERAGE
25X1A PRETTY ACCURATELY REFLECTED IN [REDACTED] AT THIS POINT CONSIDER
IT A GOOD MISSION WITH GOOD COVERAGE EXCEPT FOR AREAS FORECAST
WITH CLOUD COVER AND POSSIBLY WEATHER SLIGHTLY BETTER THAN BRIEFED.

4. AM CONCERNED ABOUT THE FUEL PRESSURE PROBLEM DISCUSSED

25X1A IN DETAIL IN [REDACTED] 0205. BELIEVE THE SOLUTION IS VERY SIMPLE

25X1A AND [REDACTED] MAINT SUPERVISOR THINKS THAT REMOVAL OF
THE 200 MESH SCREEN WILL ELIMINATE THE DIFFICULTY WITHOUT DANGER OF
OTHER INDUCED PROBLEMS FROM THIS ACTION. WOULD APPRECIATE YOUR
ASSISTANCE IN THIS MATTER.

5. WE ARE IN GOOD SHAPE AND WILL BE READY TO GO AGAIN EARLY
MORNING OF 12 DEC PROVIDED EVERYONE IS IN AGREEMENT ON REMOVAL OF
200 MESH SCREEN. OTHERWISE RECOMMEND NO FURTHER FLIGHTS BE MADE UNTIL
ADEQUATE SOLUTION HAS BEEN REACHED.

END OF MESSAGE

S E C R E T